



# I-11 & Intermountain West Corridor Study



In partnership with



U.S. Department of Transportation  
Federal Highway Administration  
Federal Railroad Administration



Michael Kies  
Multimodal Planning Division

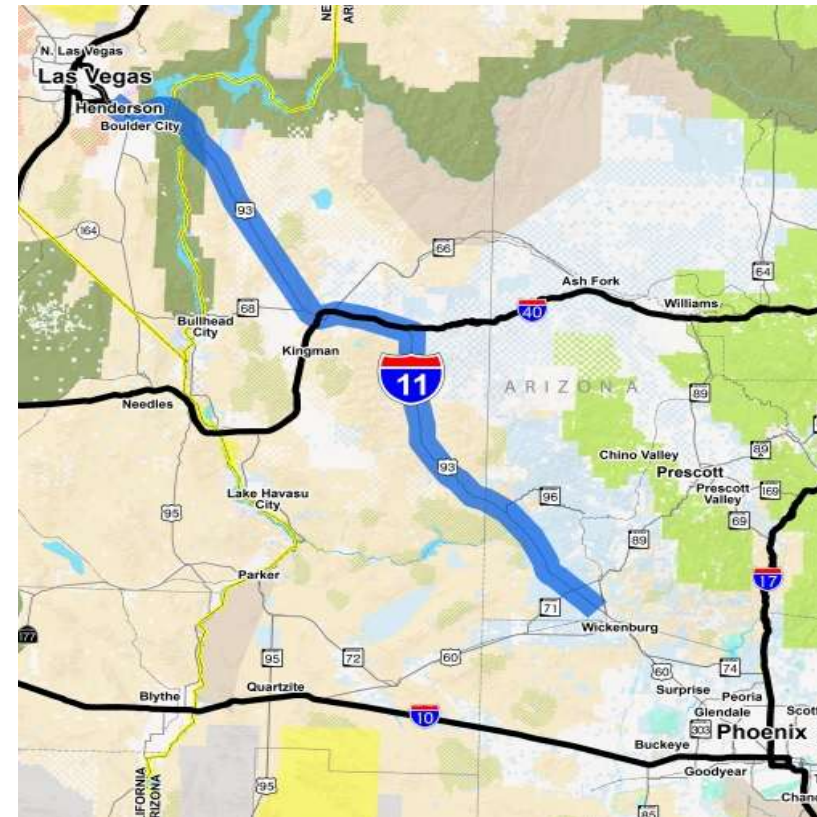
4 Agency Partnership – Planning Coordination; February 19<sup>th</sup>, 2015



# Congressional Designation; July 2012

*Section 1105(e)(5)(C)(i) of the Intermodal Surface Transportation Efficiency Act of 1991 is amended by adding at the end of the following: "The routes referred to subparagraphs (A)(iii) and (B)(i) of subsection (c)(26) are designated as Interstate Route I-11"*

- Congressional Designation for US93 only
- ADOT and NDOT formed a partnership to complete a Corridor Concept Study
- Study includes Corridor Justification and Business Case









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- \* This corridor represents an illustrative transportation corridor that was accepted by the MAG Regional Council and is included in the MAG Regional Transportation Plan. This is one of numerous corridors that may be considered in subsequent environmental studies. A preferred corridor will not be recommended without review and approval of the FHWA under the provisions of the National Environmental Policy Act (NEPA).
- LEGEND**
- I-11 and Intermountain West Corridor Study  
Recommended Corridor Alternatives**
- Recommended Corridor Connection
  - Alternative Alignments May Vary within Shaded Area
  - National Monument
  - Private Lands
  - Other Federal and State Owned/Managed Lands
  - Tribal Communities
  - U.S. National Park Service, U.S. Forest Service, U.S. Fish and Wildlife Service
  - Military Lands
- MEXICO**
- 0 20 40 60 80 Miles





# Planning and Environmental Linkages (PEL)

## PEL Planning and Environmental Linkages



### Questionnaire and Checklist



ADOT Contract No. T084980001  
ADOT Purchase Order No. PG T00742

February 2012

HDR



I-11 and Intermountain West Corridor Study

### Planning and Environmental Linkages Questionnaire and Checklist: Arizona Corridor Segments



Prepared for



December 2014



# Roles of Planners in PEL Process

	Transportation Planners	Both	Environmental Planners
<b>PEL Launch</b>	Complete Part 1 of questionnaire	Become familiar with local and general issues Modify study scope to include or deepen analysis of specific resources or environmental issues	Review checklist Advocate inclusion of resources and issues Seek resource agency assistance in changing study scope
<b>Analysis and Comment</b>	Define, clarify, analyze, and screen modes, corridors, and alternatives (including no-action alternative) Involve relevant stakeholders, agencies, and public in comments and reviews to ensure later acceptability and defensibility in NEPA	Become familiar with local and general issues Modify study scope to include or deepen analysis of specific resources or environmental issues	Continue to advocate addressing collection and analysis of data pertinent to effective application in NEPA process
<b>PEL Completion</b>	Complete Part 2 of questionnaire	Include questionnaire and checklist in appendix to study Document relevant findings for use in later NEPA documents	Complete checklist



## Beginning of NEPA Process

Environmental planners review completed PEL questionnaire and checklist and confirm that study recommendations and analyses can support the anticipated NEPA process(es) and document type(s), including, if applicable, incorporation into the content of a Notice of Intent





# Documentation of Planning Decisions for NEPA Consideration





# Recommended Reasonable and Feasible Corridors - Phoenix Metropolitan Area



*“On behalf of the BLM Hassayampa Field Office, which manages the one million acres of public land north and west of Phoenix including the Vulture Mountains area, **we believe an interstate highway going through the largest Maricopa County/BLM recreation area in the state is a fatal flaw**”*





# Next Steps - Ultimate Corridor

**Northern Nevada;**  
Corridor Feasibility Studies



PLANNING

**Boulder City;**  
Construct Bypass



CONSTRUCTION

**Northern Arizona;**  
Upgrade US93 to a 4 lane  
divided highway



NEPA



DESIGN

**Tier 1 EIS;**  
Nogales to Wickenburg  
Initiate; Summer 2015  
Recommendations; Summer 2018



NEPA

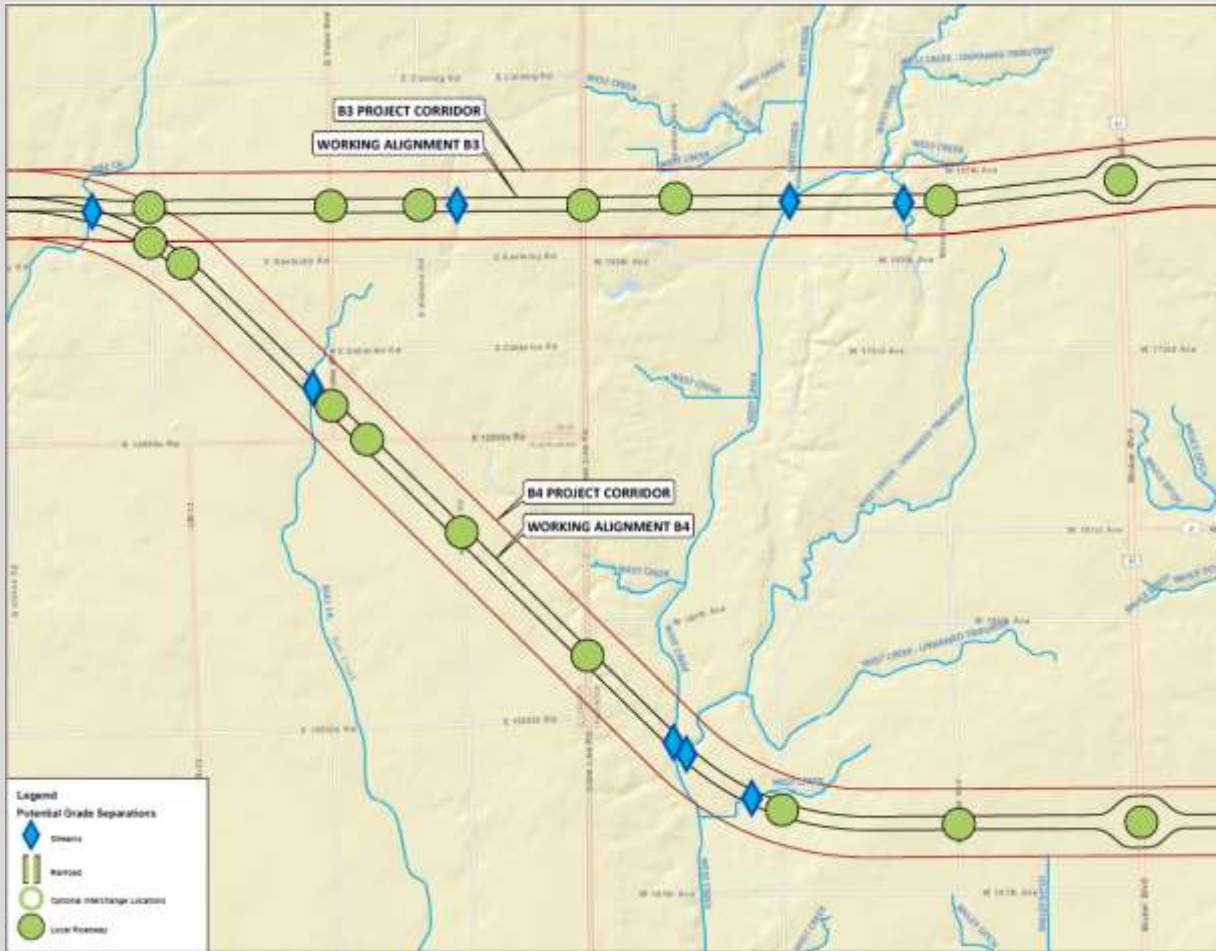


# Tiered EIS Basics

- Tier 1 (Corridors)
  - Corridor width is not specified by regulations
  - Wide enough to allow alignment options in Tier 2
  - 2,000' but can vary as needed (more or less in areas)
  - 'Working Alignment' concept (500') for calculations
- Tier 2 (Alignments)
  - Start within a Preferred Corridor from Tier 1 ROD
  - May need some flexibility to shift outside the Corridor
  - Typical Section and right-of-way developed (350' – 400')
  - 'Avoid, minimize, mitigate' (by regulations)



# Tier 1 – Location Decision (Corridors)

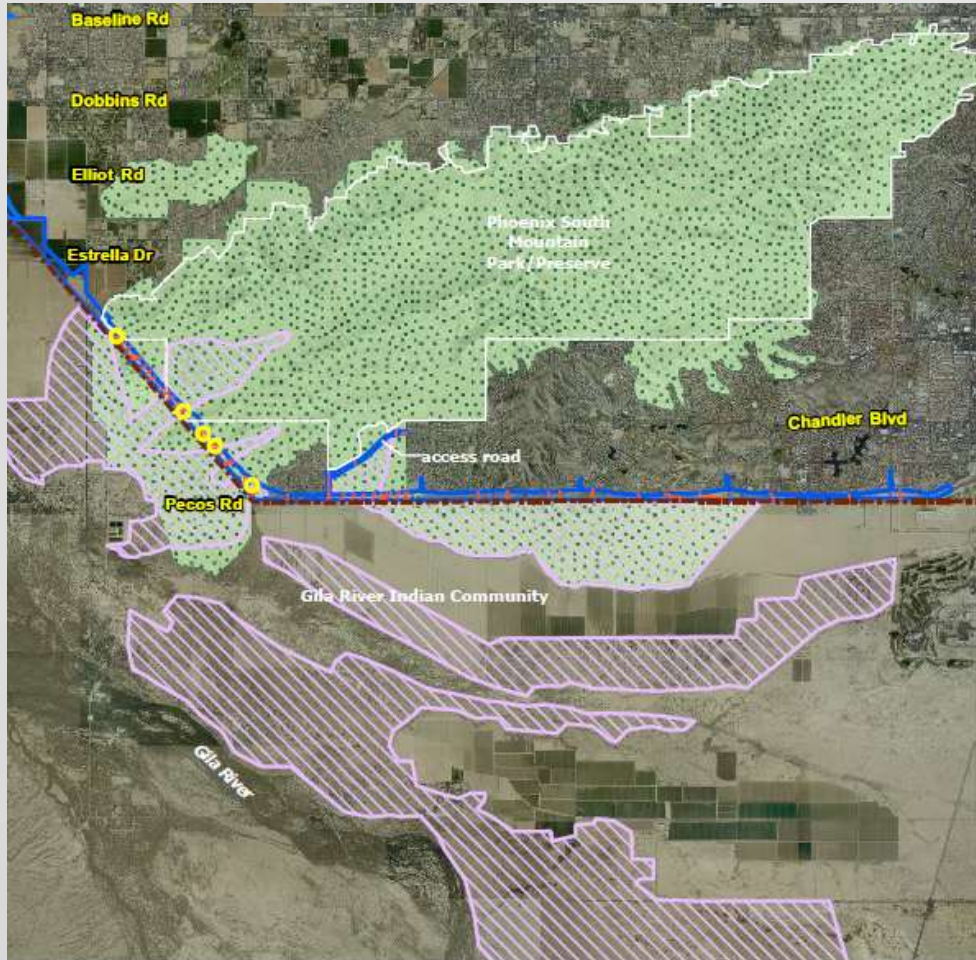


# Example of 2,000' Corridors and 500' Working Alignments

Preferred Corridor  
selected in Tier 1

Variations and shifting of a defined footprint within the Tier 1 Preferred Corridor would be in Tier 2

# Tier 1 – GIS Level Inventory



Corridor-level impacts to resources such as parks, endangered species and critical habitat are comparatively assessed



# Tier 1 – Land Management Agencies

**Map 3-10 Proposed Future Transportation Through Outside Planning Efforts**



May need to update Resource Management Plans (RMP) for the BLM

NEPA Decision is needed to update RMP with the Tier 1 EIS process



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